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has been the chief cause of the fall in rail rates between Chicago and New York is to underestimate the significance of lake transportation.

Two weaknesses which never fail to appear in the arguments of waterway enthusiasts, must be noted. The one sets forth figures showing the cheapness of transportation with a modernized canal and fails to take into account the burden of construction and maintenance charges thrown upon the people as a whole. The other fails to differentiate the comparatively short ship-canal connecting great bodies of water from the long shallow ditch which can only be utilized by craft built especially for the purpose. The economic justification of the one form of canal does not carry with it the justification of the other. "Such powerful examples" (As the St. Louis-Gulf project and the Panama Canal) "must exercise a contagious local influence throughout the country." Quite true. But instead of being, as the author evidently views it, a matter for congratulation, it should give the people of the United States serious concern.

FRANK HAIGH DIXON.

Dartmouth College.

The American Transportation Problem. By JOHN HOWE PEYTON.
(Louisville: Courier-Journal Job Printing Company, 1908.
Pp. ix, 205. 50c.)

The author, a civil engineer, has after prolonged investigation, reached "an overwhelming conviction that the whole of the agitation for improving inland waterways is based on prejudice and lack of information as to actual transportation conditions and developments." He frankly admits that his presentation is *ex parte*, "since there is really only one side to the question." With these statements confronting the reader at the outset, he approaches with suspicion the detailed engineering and traffic studies with which the pamphlet abounds. Nevertheless, in spite of intemperate language, discourteous treatment of opponents, and an all-pervading spirit of omniscience, the arguments which attempt to show the technical weaknesses of engineering plans for waterway improvement, the figures of cost, the demonstrations of a lack of traffic demand, and of the improbability of traffic develop-

ment, should give us pause, and should put a barrier in the path of those who would recklessly impound the government credit to the extent of \$500,000,000. Any statement of the situation should be welcome which will destroy the effect of that most extraordinary fiat of President Roosevelt, "It is neither necessary nor desirable to postpone the beginning of the work until all the facts are obtained."

F. H. D.

The Fixing of Rates and Fares. By H. MARRIOTT. (London: The Railway Gazette, 1908. Pp. 85. 2s. net.)

This is a series of lectures delivered before the School of Commerce in the University of Manchester by the assistant traffic manager of the Lancashire and Yorkshire Railway. The lectures consist of a detailed analysis and explanation of classifications and rates for traffic by goods and passenger trains, and of passenger rates including ordinary, tourist, excursion, season, traders' and workmen's fares. There is abundance of illustration and frequent reference to methods of control through the Board of Trade. The book is a most helpful contribution to the study of the actual rate situation in England. Prof. S. J. Chapman supplies an introduction in which he touches upon rate theory and railway regulation.

F. H. D.

Railways and Nationalization. By EDWIN A. PRATT. (London: P. S. King and Son, 1908. Pp. vi, 455. 2s. 6d. net.)

This book, the seventh by the same author dealing with transportation, was occasioned by the movement in England for nationalizing railways, which culminated last February in the introduction of a resolution in parliament favoring such action, and in the subsequent formation of the Railway Nationalization Society. The argument against this movement is presented critically, and with a broad basis of information, in connection with a descriptive and statistical review of the comparative operation of government and private railways in different countries; but from the nature of the case the facts are interpreted from a controversial standpoint. The main interest of the book for Americans lies in its